Conversion of meter gauge rail lines in Rajasthan

2874. SHRI R.P. GOENKA: Will the Minister of RAILWAYS be pleased to state:

(a) the proposals of Rajasthan Government for conversion of meter gauge rail lines to broad gauge, sector-wise, which are pending with the Ministry; and

(b) the details of the plan, with time schedule, finalised for their execution, alongwith their present status?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Position of the proposals received from Rajasthan Government is as under:—

Sl.No.	Proposal	Status
1.	Bikaner-Ratangarh-Churu-Sadulpur-Loharu-Rewari	A survey for gauge conversion of Bikaner-Ratangarh-Churu-Sadulpur-Loharu-Rewari, Sadulpur-Hisar and Rantangarh-Degana MG lines has already been completed in 1999. However, work on gauge conversion of Rewari-Sadulpur MG line was already included in the Budget 1997-98 and requisite clearances have also been obtained. Preliminary arrangements are being made to take up work on this project. This work would be completed in the coming years as per availability of resources. Gauge conversion of Hisar-Sadulpur MG line is also approved as a part of this project. However, in view of heavy throwforward and acute constraint of resources, it has not been found feasible to consider gauge conversion of the remaining MG lines at present.
2.	Phulera-Ringas-Rewari	A survey for gauge conversion of Ajmer-Phulera-Jaipur, Phulera-Rewari, Jaipur-Ringas-Churu and Sikar-Loharu has already been completed. Survey report is under examination in the Ministry.
3.	Jaipur-Ringas-Sikar-Churu	Position is given above under item 2.

Sl.No.	Proposal	Status
4.	Sikar-Loharu	Position is given above under item 2.
5.	Degana-Ratangarh	Position is given above under item 1.
6.	Sriganganagar-Hanumangarh-Suratpura-Sadulpur	Sadulpur-Suratpura line is a part of Hissar-Sadulpur MG section. Gauge conversion of this section is approved as a part of Rewari-Sadulpur gauge conversion project. However, gauge conversion of Sriganganagar-Hanumangarh-Suratpura MG line would be 242 km. long and would cost not less than Rs. 400 cr. In view of heavy throwforward and acute constraint of resources, it has not been found feasible to considergauge conversion of this MG line at present.
7.	Mavli to Marwar	A survey for gauge conversion of Marwar-Mavli-Bari Sadri has already been completed. After detailed examination of the survey report, Western Railway has been advised to recast the survey report. Further consideration of the project would be possible once the recast survey report becomes available.
8.	Udaipur to Ahmedabad *via* Dungarpur	On this section, gauge conversion of Udaipur-Umra section has already been approved as a part of Ajmer-Chittaurgarh-Udaipur gauge conversion project. A survey for gauge conversion of balance section *i.e.* Umra-Ahmedabad *via* Dungarpur is already in progress. Further consideration of the proposal would be possible once the survey report becomes available.

There is no proposal to convert all MG/NG lines into BG. 'Project Unigauge' taken up by the Railways is for selective conversion of MG/NG lines to BG in a phased manner based on considerations of capacity requirement, development potential, strategic and other reasons depending upon availability of resources.